REGISTERED No. M 4345

MADRAS WAR REVIEW

A WEEKLY BULLETIN OF THE WORLD WAR

VOL. IV FRIDAY, SEPTEMBER 18, 1942 No. 2

TURNED THE TIDE OF WAR

SIR CHARLES PORTAL

ON the second anniversary of the climax of the Battle of Britain, Lieutenant-General H. H. Arnold, Commanding General, United States Army Air Forces, sent the following message to Air Chief Marshal Sir Charles Portal, Chief of Air Staff :

"On behalf of the fliers of the American Army, I wish to extend our tribute to the fliers of the Royal Air Force on the second anniversary of their brilliant victory in the Battle of Britain

"On September 15, 1940, fliers of the Royal Air Force, seconded by the Royal Navy and the fire of the British ground batteries, brought down 185 enemy planes

"The deeds of your fliers on that day turned the tide of the war, ending for ever the Nazi hope of world conquest, and made possible the final United Nations' victory that is to come

"Free men everywhere will ever observe this day in remembrance of those brave men who gladly gave their lives to secure freedom and victory."

Air Chief Marshal Sir Charles Portal replied : "Your generous tribute will be deeply appreciated. We are proud to welcome to these islands squadrons of the American Army Air Forces. Already they have greatly distinguished themselves in action

"We watch with admiration their growing strength which, joined with our own and that of Russia, will surely overwhelm our enemies and bring about their final destruction."

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Running Commentary

Mr. Churchill on India : Declaration Re-affirmed The most important point in Mr. Churchill's statement on India is his reaffirmation of the Cripps Declaration, which was quoted in our last issue. Mr. Churchill made it once again clear that the declaration must be taken as representing the settled policy of the British Crown and Parliament, and this must remove any doubts which might persist on account of enemy propaganda in spite of repeated assurances from Britain. As regards the detention of Mr. Gandhi and other Congress leaders, Mr. Churchill referred to the "conditions of the highest comfort and consideration in which they were placed." It may be recalled that on August 30th a *communiqué* issued by the Government stated that Mr. Gandhi is in a private house with his wife and certain companions, including his own medical adviser, and is supplied with everything necessary to secure his comfort and the kind of food he requires. The other Congress leaders are also accommodated in suitable quarters and are supplied with all necessary conveniences. An officer of the Indian Medical Service is attending on them. All the leaders are keeping good health and are permitted to correspond with members of their families on personal matters and are provided with newspapers. In his statement, Mr. Churchill paid a well-deserved tribute to India's martial races and said that though there was no compulsory military service in India "upwards of one million Indians have volunteered to serve the cause of the United Nations in this world struggle" and during the last difficult two months over 140,000 new volunteers for the army have come forward. This shows that the country as a whole has not been deflected, by the actions of a certain political section, from its support to the common cause of the United Nations.

Madagascar : Axis Menace and Allied Success The successful operations of the Allied troops in the Madagascar island have resulted in the Vichy Governor-General, M. Annet, suing for "cease fire and opening of negotiations." The Allied troops met with very little resistance from the French forces, the population was very friendly, and most of the officials there collaborated with the British forces. The cause for the reopening of military operations in Madagascar is to be

(*Continued on page* 4.)

FIREARMS IN POSSESSION OF EVACUEES

SOME instances have come to light in which arms brought into India by evacuees from Burma and other places are being kept by them without a proper licence. It is perhaps not realized that firearms cannot be possessed in India without a licence from the Commissioner of Police or the District Magistrate. Any arms, therefore, in the possession of evacuees for which they do not hold a licence valid in India should be at once declared and deposited with the Police authorities. If the arms are Government firearms, details should be furnished at the time of the deposit of the name of the unit to which the arms belonged and a brief account of the circumstances in which the evacuee came into possession of the weapon. Evacuees connected with the Forces may deposit unlicensed weapons with the Station Commander instead of the Police authorities.

Hand out on the Exercises

THE Southern Army held large-scale manœuvres in North Arcot district from September 4 to 14. The area of operations covered about 5,000 square miles and all arms of the Army participated, the strength of the troops engaged being many thousands. The force comprising the enemy was known as the Blue Army.

The scheme of the manœuvres was as follows: One regiment of the Blue Army landed near Ponneri, north of Madras, on September 4. At the same time two Blue Regiments landed near Sadras. Our divisional commander beat the regiment which landed near Ponneri and wiped it out. But by the time he could meet the two regiments which had landed further south, the latter had penetrated inland as far as Ranipet. Our Commander had three brigades and one mobile force at his disposal.

He sent down his mobile force to keep the bridgeheads on the Palar river and deny the Blues a crossing to the north. One of our brigades was sent due west towards Ranipet while the other two were brought to the south-east of the enemy. The mobile force split up into columns and occupied positions astride important roads barring passage to the Blues in all directions from Ranipet except to the south. The first few days were occupied in jockeying for positions and the opposing forces made contact on September 12. On this and the following day tanks, artillery, bren-guns, and infantry were all engaged on both sides. The Blues were encircled. But as their object was only to hold our forces inland and thereby provide a screen for further landings of the Blue Army on the East Coast, the Blue Commander on September 13 decided to withdraw his forces to the Madras-Chingleput sector and draw our forces with him to cover the landings near Sadras.

BLUE REGIMENT WIPED OUT

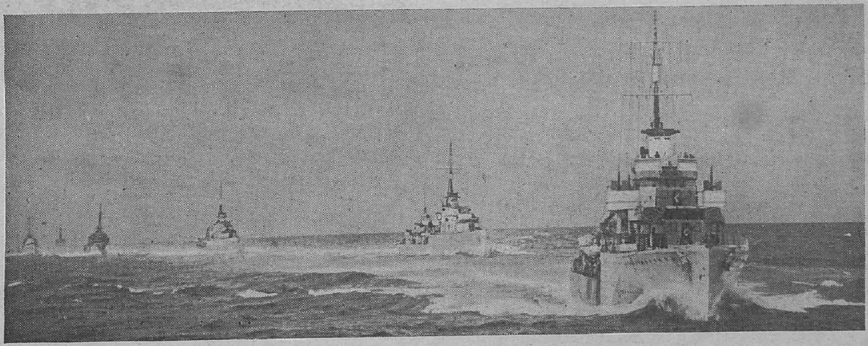
But our forces reached out for the withdrawing Blues near Kalavai and the Ranipet-Arni road and in the resulting engagement one Blue regiment was completely wiped out while the other was badly mauled and lost a third of its effectives. The remnants retreated rapidly making in the direction of Chingleput.

Thus ended the manœuvres.

These manœuvres were very valuable in the practical training they afforded to the troops, the co-ordination of all modern arms of the army, the numerous practical field problems which it helped to solve and the insight it gave to the spectators of the unostentatious but effective preparedness of the Southern Army to meet any threat to South India.

The administrative work of keeping up a regular flow of supplies to units scattered in ever-changing positions over an area of 5,000 square miles was done with clock-work precision.

The Southern Army may not be front-page news everyday. Its training and work may not reach the notice of the average citizen in South India. But in spite of all that—perhaps because of that—it is a great fighting force, capable of withstanding whatever threat South India may be subjected to. That is the main lesson learnt from the manœuvres just concluded.



British destroyers carrying out exercises at sea recently. Photo shows the Flotilla in line ahead.—E.N.P.

RUNNING COMMENTARY

(*Continued from page 2.*)

found in the fact that the Vichy Government have been permitting Japanese aircraft to reconnoitre the Vichy part of Madagascar and giving supplies from the island to Japanese submarines. The danger of such a policy to the United Nations is only too obvious. Madagascar lies right across those vital communications that run from Britain or the United States round the Cape of Good Hope to Egypt, to the Persian Gulf and to India. The air fields in the island can be used by enemy planes and the communications through the Indian Ocean can be jeopardised by a hostile fleet. If the Allied communications with North Africa were seriously threatened, there would be no alternative route and there would be little to stop the German drive to Suez and the Middle East The Allies would be losing one entrance to Russia and the products of the oil fields on the Persian Gulf and, ultimately, South Africa itself would be threatened. Taking account of all these factors the United Nations had no other option but to prevent the penetration or occupation of any part of Madagascar by the Axis powers by occupying the Island themselves. Both the United States and Britain, it has been made clear again, have no territorial designs on Madagascar, which would be restored to France after the war, or at any time before it when it is felt that the occupation of the island is not essential to the common cause of the United Nations.

* * * *

Egypt: Germans Suffer a Rebuff Speaking at a reception of the American Legation in Baghdad, Mr. Wendell Wilkie, the most influential leader in America's Opposition Party, said: "I am confident about the situation in the Western Desert, where we recently achieved a sound victory." His confidence is particularly borne out by the recent seaborne raid on Tobruk and the present position in Egypt. They are definite indications of the growing strength of the Allies. On the night of September 13, light naval forces and a small army force raided Tobruk in conjunction with air attacks. The British forces landed in the face of strong opposition and after inflicting casualties and damage on the enemy, withdrew. Another light force successfully bombarded enemy lines of communications in the Daba area.

As regards Egypt, the Axis, says a message from El Alamein, is taking much keener interest in sending out night patrols than was the case before Rommel's abortive attack. It is stated that the enemy is now anxious to obtain more exact information as to the Eighth Army's dispositions than is provided by aerial photography, on which he formerly relied. As it is, nothing has been decided yet, and another attack may have to be faced, but says, *The Times*, "there can be little doubt that the Germans have suffered a rebuff." The German advance has been checked and their armoured forces have withdrawn to their previous positions. *The Times* points out that the fact that the whole of the Afrika Korps took part in the incursion into the British flank position makes it almost certain that an assault with all available forces would have been launched had any weak chink been revealed, and that throughout the engagement not one of the British fortified keeps in the main positions was penetrated.

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Egypt and Russia: A Secondary Front? The paper compares Egypt with Russia and says that, though Egypt is still a secondary front, it contains potentialities which might render it very far from secondary in the general current of the war. It says:

> "The defence of Egypt becomes a major interest of direct importance not only to the British Empire but also to Russia. Egypt becomes still more significant if considered from the opposite point of view. In this world-wide war, the issues of which depend to so great an extent upon world communications, Egypt is a natural centre of offence. It has been robbed of some of its qualifications by the defection of France and the strength of hostile air power in the Mediterranean. If that situation can be even partially remedied, the possibilities become immense and Russia would assuredly share in the profit."

The Battle for Egypt has well been described by the *Daily Herald's* correspondent with the Eighth Army as "a contest in which each side is striving to hinder the other from starting a fresh offensive while hurrying its own preparations." The correspondent says that British light armoured columns are keeping an aggressive watch on the bruised German forces like dogs snapping at an enemy who has withdrawn to a place of safety. Egyptian newspapers welcome Mr. Churchill's statement on the Egyptian situation and point out that it indicates that those who direct war and high policy deserve to be entrusted and supported with the fullest confidence. *Al-Balagh* a leading Cairo newspaper, says: "We can rest assured of their permanent vigilance and continuous watchfulness, even though they are sometimes compelled to keep silent because of the nature of the grave responsibilities that they bear." The paper gives details of feats of British submarines in chasing and fighting

Rommel's supply vessels in the Mediterranean and says: "These attacks would continue because they are the surest way of clipping the wings of Rommel's forces."

* * *

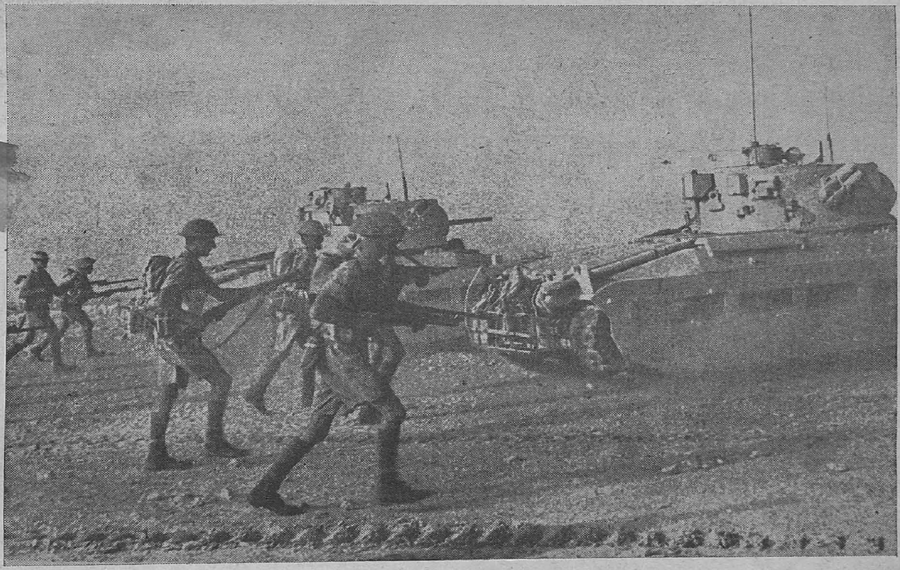
Russia: Attempt to Force a Decision A gigantic struggle is going on before the gates of Stalingrad. The Red Army is fighting with its back to the Volga and resisting the ever-growing number of Axis forces, and what gain the enemy has made has been made at enormous loss. The German, Rumanian and Italian death-roll has increased by about 12,000. The most stubborn resistance is being put up by the Soviet defenders and the Red Army has been ordered not to give up anything as long as one Red soldier is left with a single bullet or grenade. Referring to the losses inflicted on the enemy, a British Military Commentator says,

> "The enemy is suffering more than he expected to suffer, and he is achieving less than the minimum he needs."

There has been heavy strain and drain on the German military machine which is much greater than what it had bargained for. But von Bock is prepared to pay the price, however heavy it may be, for he has no other option. Somehow or other a decision has to be forced—a decision which has eluded the Germans ever since their initial drive in Kharkov. The German High Command had now recognized, said a German military spokesman to a press correspondent from Zurich, that it was impossible to occupy the whole of Russia, and so they would choose as their goal some line marking the extremity of advance which could easily be held against Russian counter-attacks and behind which occupied Russia could be economically exploited without hindrance. He said:

> "Little, however, would be gained if the Russians succeeded in withdrawing their armies intact behind the Volga, nor would the German purpose be achieved unless Soviet military equipment were utterly destroyed and its resuscitation effectually prevented by the occupation or paralysis of Russian war industries and the blockade of the Lease-Lend routes *via* Persia, Murmansk and Archangel."

The German spokesman felt that if the Russians were not smashed and isolated they would be able to organize a winter offensive, as they did last year, which would tie down millions of German soldiers whose release during the winter for munition production was highly necessary.



Scots Guards moving forward under cover of a smoke screen and protected by the Tanks.—E.N.P.

Long-distance Air Raids An important feature of recent Russian operations is the Russian air raids on East Prussia, Poland and Berlin. At a time when the Russian Air Force is grappling with the full strength of the *Luftwaffe* on the Russian front itself, it speaks volumes for the strength and courage of the Russians that they are able to stage these long distance air raids. Russian planes have to fly 800 miles to raid Berlin, 480 miles to Konigsburg in East Prussia and over 500 miles to Warsaw. Such raids may not have the same weight and importance as the British raids on Western Germany, but they form a very useful supplement to the main effort in the west. Germany is thus placed under two fires as in last year. But the fires are now significantly bigger and of more sinister portent to German minds, particularly when it is remembered that the American bombing offensive has not begun.

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No Decisive Success before Winter Referring to the German offensive on Stalingrad, *Reuter's* Special Correspondent in Stockholm says that the situation is more dangerous than before and that it is felt in Moscow that either the colossal German losses will halt them in the next few days or that the City will enter a long period of agony which would only delay its loss. The situation in Russia has been described as "critical" times without number, but the Russians have shown such immense tenacity and power of recovery that confidence is growing in the inability of the Germans to win any *decisive* success before the winter. The Russians have brought up reinforcements on a scale which has surprised the Germans. This is clear from the change in German comments from confident predictions of Stalingrad's imminent fall to complaints at Russian tenacity and surprise at Russian reinforcements. Should Stalingrad fall, it will no doubt be a serious loss, not so much on account of its industrial equipment, which has already been removed, as the interruption that may be caused to the Volga supply route. But it may be stated that this route will not be serviceable for barges and oil transport in winter, because the Volga will be frozen. The one clear fact that emerges from the present situation is that, whatever the fate of Stalingrad, the Russian armies will remain intact and Hitler will face another winter campaign and a Russia in full force in 1943.

* * * *

Enemy Begins to Mention Weather It is worth noting that the enemy has begun to mention the weather. Germans have reported the first shower of rain for eight weeks in the Stalingrad area and say that there is a touch of autumn in the air. Winter conditions in the Caucasus, where the German campaign seems to have been launched essentially as a cover on the right flank for the Stalingrad thrust, begin in mid-October. At about the same time, the autumn rains are due in the west of Russia. The rains are bad for mechanized transport as they produce mud. Frost begins in early November and there is a short period of greater mobility until full winter, the Russian date for which is November 25. The intensity of cold, it may be noted, increases as one goes east, and not as one goes north as the northern climate is tempered by the presence of the sea, while the cold winds come from Siberia.

"OUR BOUNDEN DUTY"

"WE owe a responsibility, not only to the peoples of India, but also to our Allies, the United Nations, who along with us are fighting shoulder to shoulder for the thing we all value most—our freedom. Party and other internal differences have disappeared in all countries which are fighting against the Germans and the Japanese. All questions of internal administration and Government have been pushed into the background by one great danger, the danger to liberty. If the Americans, if the Russians, if the Chinese, if the British, in their part of the world can forget all their internal differences, it is our bounden duty to do the same.

"It is a matter of great regret that there is not the unity of purpose among us which is essential for the fulfilment of our political ambitions. But I have no doubt in my mind that the day is not far off when we, the people of India, will rise above our internal differences and take our rightful place in the great comity of world nations."

—SIR FIROZ KHAN NOON.

LETTERS TO WAR PRISONERS

INFORMATION has been received from the International Red Cross that, whenever possible, letters to Prisoners of War in the hands of the Japanese should be typewritten in English, French or German.

In order to secure prompt transmission of letters, correspondents are advised to make every effort to comply with these suggestions.

Planning Power Augments Bombing Power

BY

OLIVER STEWART

MANY things go to make an air offensive possible, and the one that is sometimes forgotten—or at any rate not given proper recognition—is what might be called the office side. The designers of planes are—quite righty—much admired. When the people see a Spitfire flying overhead they think of R. J. Mitchell and his genius for thinking out and putting down on paper the lines and figures from which the Spitfire grew.

But when Rostock is bombed on successive nights with comparatively light losses and with big effect, the planning, the lines and figures on paper, that made the attack possible, are not often considered.

One reason is that we cannot see the attack and we cannot even have full particulars of it. Some of the best and most interesting features of heavy bombing raids have to be kept secret. The special scheme for helping to outwit the defences is sometimes extraordinarily ingenious; but they cannot be given out in the official communiqués for obvious reasons.

All that emerges is that a heavy raid takes place and achieves success with small loss to our raiding force. Then we know that the planning has been sound and that the lines and figures on paper, from which the whole complex operation grew, were well conceived and ingeniously worked out.

A brief review of the amount of staff work which must precede a big night air raid, like those on Lubeck and Rostock, or a big day raid, like those on objectives in Occupied France, will give some faint hint of the size of the job.

SELECTION OF TARGET

First there is the selection of target. That is a thing in which all the departments concerned in waging the war have to play a part and the final decision has to be approved by the War Cabinet as the last stage.

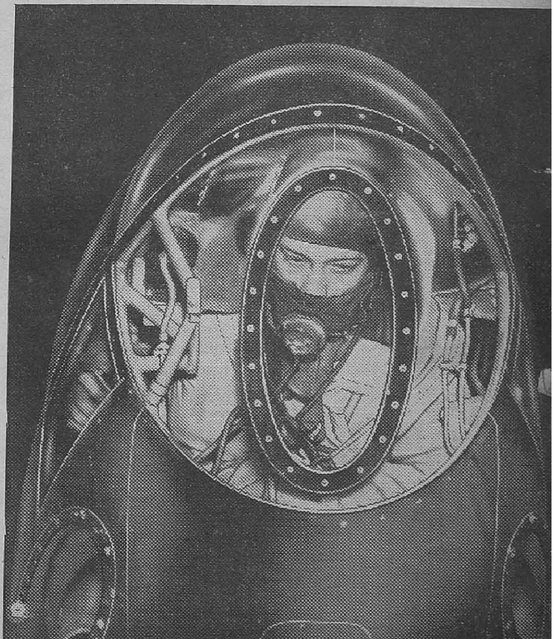
Recent targets have been chosen because of their influence on the war in Russia or the war at sea or the war in the air. The raid on Augsberg was undertaken to interfere with the German U-boat building programme by damaging the factory where the diesel engines for the enemy submarines are made. The Lubeck and Restock raids were for putting a check on the flow of supplies to the German armies engaged in Russia, and for damaging the Heinkel aircraft works. Each target goes up or down in the list of priorities according to the general war situation.

In the past, perhaps, there was too much willingness on the part of the Royal Air Force

BY DAY AND BY NIGHT

"We shall bomb Germany by day as well as by night in ever increasing measure, casting upon them month by month a heavier discharge of bombs and making the German people taste and gulp each month the sharper dose of the miseries they have inflicted upon mankind."

—MR. WINSTON CHURCHILL *in June* 1941.



An observer attached to an R.A.F. night-operational fighter squadron.

to change their targets with changing conditions. Now it is recognized that there must be concentration of effort, and that light bombing in many places is less effective than heavy bombing in one place. At any rate, the choice of target must first depend on the war situation. Then there must be a consideration of the defences. Here the intelligence departments produce what is known from reconnaissance and other means. Special attention has to be paid to the enemy's arrangements for laying smoke screens over important objectives and for diverting the attention of the attacking pilots by means of decoys. When our pilots were going regularly over to bomb Brest they sometimes were able to see nothing but a huge carpet of smoke covering the entire harbour area and perhaps dotted here and there with fires. They then had absolutely no means of identifying the warships which—on those occasions—were their target.

It is hardly necessary to say that plans for attacks on many different targets are always ready, and that putting them into operation waits first on priorities and then on the weather.

PLANNING A RAID

Modern aircraft of the large night-bomber type, fitted with numerous special navigating instruments and carrying at least one expert navigator, are not so much influenced by the weather as the old types. During the Rostock raids a strong east wind was blowing. It was strong enough to have cut down drastically the range of the older, earlier bombers with their full speeds of about 150 miles an hour and cruising speeds of about 100. But with cruising speeds of our modern bombers about double that, the effect of a high wind is relatively less. Wind is only one of the weather items that have to be taken into account in planning a raid. Visibility is another, which becomes more important as wind speeds become less important. All these things are preliminary to the planning of the raid itself, and there are many other preliminaries. But finally there is the decision as to the size of force to be used; the groups from which it is to be drawn; the time period during which the attack is to last; and the take-off arrangements.

The Lubeck raid lasted about three hours; the first Rostock one of this recent series only about an hour. In both cases aircraft had to be taken over a relatively small area of ground at the rate of two a minute or more.

A bombing run is not a thing that can be hastily contrived like the plunge of a dive bomber. So the timing of the individual aircraft movements is a matter of supreme importance. And you will notice that Bomber Command is managing to obtain higher concentrations of aircraft over the targets.

In the raid on Renault works near Paris the anti-aircraft defences were light and one of the pilots told me that the only serious risk during the raid was of collision with our own machines, because the concentration was so high. These high concentrations are of value to the attackers for many reasons; but they demand a lot of staff work as well as high flying discipline in the captains and crews.

THE TAKE-OFF PROBLEM

The take-off problem, when large numbers of machines are concerned and the night is dark, has become progressively more difficult. Some of the big four-engined bombers want a long run to get into the air when they have a full load of bombs on board. The marshalling of them and the take-off itself can be successful only when the staff work is good.

The landing is not less difficult to arrange so that everything goes smoothly. If one of these big machines has been damaged by gun fire during the trip and if, on landing, the undercarriage—for instance—gives out, a big part of the aerodrome is blocked and the business of getting all the other machines back safely is complicated.

Sometimes these landing and taking-off difficulties may be added to by enemy attacks. So when you come to look at a bombing operation of this kind the vast amount of staff work involved becomes obvious at first glance.

Sometimes the most ingenious plans go wrong. Then losses go up. Sometimes the Royal Air Force has suffered heavily when making its big night raids. But on many occasions it has done much damage to the enemy with small loss to itself. That is partly because the Royal Air Force staff work is good. With every increase in the complexity of modern aircraft and with every addition to our bomber strength the planning problems become more difficult. These strong forces that have been going out at night to strike at Germany are guided by well-knit plans; their augmented bombing power has been accompanied by improved planning power.—(*Broadcast in the B.B.C.'s Empire and North American Services.*)

THREE GERMAN VIRTUES

TEACHERS in Danish schools are at pains to explain to their pupils the three German virtues: Honesty, Membership of the Nazi Party and Intelligence. It has not as yet, however, been possible to find anyone possessing all three virtues at once. The honest and intelligent cannot be a member of the party. The honest party member is not intelligent. And the intelligent party member cannot be honest!

—"*Frit Danmark.*"

Air Front against Hitler

A flying Epic of all Time

BY

GROUP CAPTAIN W. HELMORE

NOBODY takes any personal pleasure or glory at the devastation of Lubeck and Rostock, but they're standing between the people of Leningrad and their food and arms, and no amount of very natural sentiment will save our gallant Allies and their imprisoned families from a worse devastation if ever they fall under the cultural care of the Hun.

Apart from this bombing by us of centres of strategic importance to the course of war such as Rostock, or the acts of spiteful vandalism by the enemy in bombing places of no strategic importance, such as Bath, Norwich, and York, there is the bombing of perpetual motion being suffered by gallant Malta.

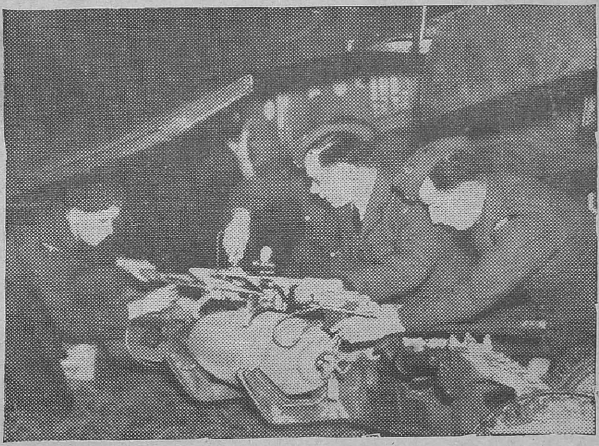
It had been my ambition to tell you the story of the daylight raid on Augsburg in the way it deserves to be told, to weld into words this great flying epic of all time, which will rank—not merely in air history but in war history—more highly as the years go by and its glory takes on the legendary lustre of the great deeds of the past.

As I sat down—a sorry Tennyson with the story of this greater 'Light Brigade of the Air' still dormant in the inkpot—I could see those twelve thirty-ton monsters on which they rode their charge. I had a memoried vision of trees blurring past the leading edge of a wing, of cannon shells rocketing into a little white-washed village, of the tense steely eyes of the pilot looking forward, never more than a field or two ahead, hour after hour.

DEADLY BREEDING GROUND

And then I'm sorry to say, I gave it up: the brush was too shaky, the canvas too small. But I can at any rate try to retell you the story somehow. They were called in for Briefing at twelve o'clock noon on April 17—some eighty-four young men, mostly in their early twenties. They weren't specially picked, trained, or doped with benzedrine on the German model: they were just normally interested to find out what all the excitement was about, and when they were told that they were to take on the sort of job which the *Luftwaffe* had given up two years ago as impossible, they seemed chiefly concerned with the contours of that last wooded hill before Augsburg over which in a few hours' time some of them were to get their first glimpse of the deadly breeding ground of the submarine diesel.

Then, later in the afternoon, the hunt started—a hunt for a thousand miles at fifty feet over hedges and ditches which has made every airman in the world who has ever tree-hopped for half a mile see in imagination a picture of the most fantastic chase that probably the history of pursuit has ever known—a hunt to the tally-ho of roaring engines that would have made Jorrocks turn in his grave.



In constant night raids on enemy aerodromes in Germany and the occupied countries, Britain's R.A.F. Fighter Command have hampered German bombing operations considerably. Picture shows R.A.F. Armourers "bombing up" a D. B. 7 "Havoc" aircraft before a night sweep over German-occupied territory.

Near Paris, thirty Me. 109s pitched into them; not a machine of that first squadron of six Lancasters swerved, but four went down, shot to ribbons. No one will ever know how many of the enemy went with them, for the rear-gunners were taking them one at a time as they came in, with eyes for nothing save each successive swerving shadow down the line of the sights.

Of that first formation of six, two aircraft alone went on from Paris. From above they were invisible—flat camouflaged patches with their bellies to the earth. From the ground they were just a great shadow and a roar of engines, which sent cattle stampeding and troops rushing to telephones, so that one can imagine the anxious ripple of warning running ahead of them like a bow-wave, as worried staffs plotted their course from town to town. Was it Munich, was it Nuremburg, was it madness?

BOMBED IN FLAMES

As Nettleton and his one lone follower pulled up over the ridge and roared practically down the streets of Augsburg at three hundred miles an hour, guns already trained spouted from the buildings in a panic of inaccuracy.

We have his own account of how the delay bombs went up behind him on the target; of how, last seen on fire, his friend also bombed and disappeared; of how as leader and sole survivor of that first squadron he ploughed a lone furrow homewards into the gathering dusk.

The second formation of six, following a few minutes later, reached Augsburg intact, and bombed. Two of them, with fantastic courage which baffles even the understanding, went in and bombed whilst they were already in flames. Then the remainder turned and swept homewards—later to keep an appointment at Buckingham Palace as worthy representatives of those who were already keeping a greater appointment elsewhere.

Perhaps you are asking yourself, what does all this mean—this lavish expenditure of machinery, these heroics, this loss of life? The more practical minded among us will rightly say: 'Where does it get us with the war, and what is the dividend?'

THREE-WORD REASON

It gets us this far—we, Napoleon's 'nation of shopkeepers,' the earth dwellers of an obscure island, which was once the abode of blue-painted savages—it gets us to a place from which we can realize once more the reason for our own evolution; the reason why this little pin-point on the map became the hub around which the civilized world revolved. In brief, it gets us to the three-word reason for our past greatness—attack, initiative, daring.

That's what shakes and has always shaken our enemies; that is what has pushed a hole in the submarine sheds at Augsburg—and an even greater hole in Germany's self-esteem. It has given the German radio the hardest job of its life in explaining to a people long taught to worship air power as a god why their god has now deserted them and why all the promises of the inviolability of German soil have fallen flat—flatter even than Lubeck and Rostock.

Until the dawning of that happy day when our men set foot on the continent of Europe in force, we still have more than one second front against Hitler. We have our air front, to his lasting shame and confusion, and we have the front of our own boldness and resolution—a front on which, as long as we have men like these, we shall never fail.—*In a B.B.C. talk.*

Indian Searchlight Crew's Feat

NOT content with doing their own job—which was holding enemy aircraft in their lights—an Indian searchlight crew in the Middle East manned a machine-gun and shot down a German raider.

This feat of skill and courage, performed while heavy bombs were exploding all around, has earned the searchlight men a congratulatory message from the Air Officer Commanding, Egypt.

Here is the full story of the action, as told to an Indian Army Observer by a searchlight officer:

Very tired after travelling all day, and having been in action most of the previous night, the searchlight crew arrived at their new rendezvous—an important airfield—at dusk.

By nightfall they had their lights in position, and were ready for trouble. They did not have long to wait. A force of German aircraft came over, and having identified the target by dropping flares, began to straddle it with bombs.

One plane was immediately picked up by the searchlights. Trying to drive out of the beams it passed within a few feet of one light. Taking a leaf out of the Ack-Ack gunners' book, searchlight men opened fire with a machine-gun. To their delight the plane—a Ju 88—received a stream of bullets and crashed.

This so disconcerted the pilots of following aircraft that they did not press home their attack on the aircraft, but released their bombs harmlessly eight miles away.

R.A.F. Offensive on Germany

Does with Bomb what Germans do with Torpedo

THERE is a trend in our choice of bombing targets which will be worrying the German High Command, observes the *Manchester Guardian.* For the time being we have slackened in our valuable defensive bombing of submarine works. Instead, we are maintaining a severe bombardment of Germany's railway towns and main lines. To her they are as important as the shipbuilding yards and ocean routes on which we depend. What also supports the mighty thrust in Russia but those railways which Hitler said were so strained in last winter's frosts? By what other road could armies be brought quickly back to meet an invasion in the west? Not only do the German railways carry enormous military traffic (Italy and North Africa too are served by them) but the internal life of Germany is fed by them and her canals and rivers.

RAIL TRANSPORT, THE TARGET

In their attacks on this heavily laden system, the Allies are doing with bomb what the Germans seek to do by torpedo. Our intent was shown when fighters had orders to riddle the boilers of engines working along the lines in Northern France. We have since chosen towns which have important junctions and railway works of one kind or another. Kassel is one of the chief locomotive-building towns and the centre of a knot of lines joining North Germany to the middle Rhine. Osnabruck is where the shortest route from Berlin to Rotterdam crosses the line from Bremen to the Ruhr. Saarbrucken commands a group of railways leading from Germany into the middle of France. Karlsruhe is where the line running from Frankfort to Switzerland and Italy is joined by lines from Saarbrucken and in the east from Stuttgart. Like Kassel, these three towns have important railway workshops as well as warehouses natural to such ports on land.

R.A.F. men making a concrete perimeter road round an airfield in the West of England.—E.N.P.

VALUABLE LONG-TERM POLICY

Wearing down the German railway transport a system by bombing would be a valuable long-term policy. It would hasten that slow deterioration produced by its neglect before the war and its over-use during it. Yet the High Command cannot have an assurance, unpleasant enough in itself, that this is our real intention. Did they see any connexion between these raids and a campaign they must have studied, that planned and directed so brilliantly against France by the great Moltke when he set up his headquarters at

Mainz and kept two army corps there because of its admirable position for moving troops either up or down the Rhine? It is surely noticeable that all these railway towns lie on the main railways which would be used by Germany for any movement of troops to France.

Germany's leaders are much moved by the prospect of invasion, and their inability to drop the subject of Dieppe is one sign. Admiral Lutzow said in a broadcast on August 26 that Dieppe was not an invasion attempt. But five days later someone produced a British "operational order" which was meant to show that Dieppe really was our second front. If one raid can thus excite German strategic imagination, we may wonder what it is making of our concentrated attacks on western railway towns. Are the British, the Germans may ask, hoping to increase our difficulties in supplying the Russian front this winter? But if we were really trying (they may think) to break up or slow down communications across the Rhine, it might reveal a more imminent threat. After all, if we were thinking of landing in Europe next spring, would we be attacking the Rhine crossings now and leaving all winter for them to be repaired? "Can it be, then," they will ask, "that these bombings herald something much closer?"

THE SOVIET SOLDIER

"The Soviet soldier does not give up even when his position is utterly hopeless. When his artillery is silenced, he fires with machine-guns. When his machine-guns are put out of action, he uses his rifle and hand-grenades. There are no trees or bushes to give cover, and the enemy fires from everywhere all the time."

—A Berlin message published in *The Daily Express.*

MADRAS CASUALTIES

We regret to announce the following Madras casualties which occurred on various dates :—

L. No. 112.

Wounded.

Auxiliary Pioneer Corps.

189306	Labr.	Iyyappan.
189305	Labr.	Karappan, K.
189450	Labr.	Sankunny Nair.

Missing, believed "Prisoners of War."

Madras S. & M.

19097	Spr.	Akbar Ali.
60951	Spr.	Allabaksh.
19537	Spr.	Anthony.
60137	L./Nk.	Anthony Savarai.
60995	Spr.	Appalaswami.
61285	Spr.	Appasami.
18655	Spr.	Appavoo Pillai.
19103	Spr.	Arumugham.
19928	Spr.	Arumugham.
14112	Hav.	Balagurusamy Naidu.
19937	Spr.	Balakrishnan.
13968	Spr.	Bangaru.
62322	Spr.	Basha.
19921	Spr.	Basha.
62247	Spr.	Chinna Appadu.
60970	Spr.	Chinna Kolandai.
19090	Spr.	Chinnapa.
63542	Spr.	Chinnapan.
60626	Spr.	Chinnaswami.
2016	Cook I.T.	Chinnasamy.
60914	Spr.	Dass.
60967	Spr.	Devadanam.
60983	Spr.	Dhanapal.
12712	Spr.	Dhanaraj.
1849	Cook I.T.	Doraisami.
60907	Spr.	Duraisami.
62397	Spr.	Ganapathy.
1644	Cook B.T.	Ganni Raju.
19100	Spr.	Gopal.
60986	Spr.	Govindan.
62395	Spr.	Govindan.
60442	Spr.	Govindaraju.
60888	Spr.	Jacob.
62420	Naik.	Jagaraj.
16781	Hav.	Jelly Peter.
62349	Spr.	Karuppasamy.
60401	Spr.	Kotayya.
60184	Spr.	Krishnan.
16181	Naik.	Krishnan.
16715	L./Nk.	Krishnaswami.
60203	Spr.	Kukkala Reddy.
19948	Spr.	Kunjan Pillai.
1599	B/Maker.	Kuppiya.
18979	Spr.	Kuppusami.
60962	Spr.	Kuppuswami Konar.
1651	M/Cook.	Madurai.
12844	Naik.	Madura Muthu.
60965	Spr.	Manuel.
60153	Spr.	Manickham alias Theyyan.
60183	Spr.	Maragata Pandian.
60894	Spr.	Mariappa Chetty.
19003	Spr.	Markandan.
60134	Spr.	Matta Emmaniel.

What is a Dive Bomber?

Its Advantages and Limitations

BY

WING COMMANDER L. V. FRASER

WHAT is the attitude of the British Air Staff towards dive-bombers? Few questions have been asked more frequently throughout this war. The Air Staff has been accused of pooh-poohing the dive-bomber. It has been accused of "ignoring the lessons of a dozen campaigns." It has had all manner of attacks levelled at it—all because of the dive-bomber.

But what are the facts?

The Air Staff has never at any time pooh-poohed the dive-bomber, never ignored its possibilities as Britain understood them. The Air Staff would in fact have been quite happy to have, as a powerful part of the strength of the Royal Air Force, a strong and numerous fleet of dive-bombers.

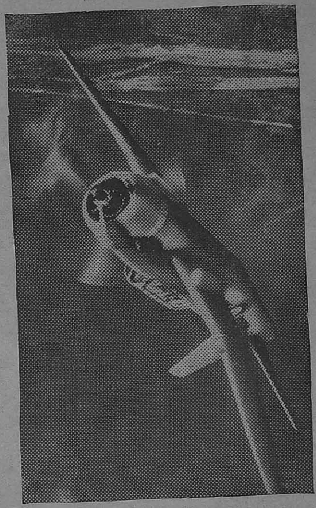
FIRST THINGS FIRST

But when war broke out, the Royal Air Force had to build up to the powerful weapon it is today. That was a gradual process, carefully planned to meet the needs of the time. Certain essentials were necessary. A strong fighter force for one thing. The Battle of Britain proved that. Could dive-bombers have resisted the enemy as did the Spitfires and Hurricanes? Then a bombing force had to be built up—a bombing force which could operate far over Germany from Britain. Dive-bombers could have reached Germany from France. But Britain was not operating from France for so very long.

So the Air Staff concentrated for home production on immediate needs. Home production met, and is continuing to meet, those needs. But there was nothing then to spare for anything else.

PRE-WAR EXPERIMENTS

Meanwhile the Air Staff had its eye on the dive-bomber and weighed up just exactly what this new weapon could do. Long before the war Britain had experimented with dive-bombers. The Hart was designed and used experimentally as a dive-bomber. It showed faint possibilities, nothing more. So the Air Staff looked to America and placed orders for dive-bombers.



The "Vultee Vengeance" dive-bomber is rolling off the American assembly lines of the Vultee Aircraft Corporation and the Northup Aviation Corporation. The aircraft—here seen in flight—is being supplied in quantity to the R.A.F.

When was that? A week or two ago? Last year? No; the orders were given in July 1940. It is true that deliveries are only coming through now. There is nothing unusual in that. The Halifax, just off the secret list, was put into commission 19 months ago. Yet the plans were prepared almost five years ago. Three years from blue-prints to production is not bad going for a new-type aeroplane.

All belligerents, then, are going to have dive-bombers—the United Nations as well as the Axis. But what exactly is a dive-bomber? What are its advantages, what its limitations?

ACCURATE BOMBING

The dive-bomber is a specially designed aircraft equipped with diving brakes enabling it to dive at an angle of some 60 degrees at a high rate of speed. The Stuka is generally recognized as the top line in dive-bombers. Perhaps the Royal Air Force already has its answer to these. The sharp angle of attack gives great accuracy to bombing.

Questions why Britain does not have dive-bombers usually come after such reverses as the loss of the aircraft-carrier *Hermes*, the sinking of which was claimed as "another triumph for the dive-bomber." In point of fact the *Hermes* was not sunk by dive-bombers but by waves of high-flying aircraft. It is admitted, however, that it is under just such circumstances that the dive-bomber is at its best. It can operate successfully just so long as it has adequate air superiority. With adequate superiority dive-bombers can attack

a target from all points of the compass in such a manner and at such speed as to give anti-aircraft defences little or no chance of shooting them down in the short period it takes to release the bombs.

ITS DEFECTS

Much has been written about the shattering effect of dive-bombing upon a concentration of troops. Given air superiority, this is a powerful method of attack, but on the other hand it is no more devastating than strafing by the cannon-firing and multi-machine-gun Spitfires and Hurricanes. It has been proved times without number that a modern fighter can shoot a dive-bomber out of the sky. The fantastic figures of the Battle of Britain provide one example. Malta, even where the enemy has substantial air superiority, is another. And, again, a dive-bomber is fairly easily shot down by light anti-aircraft and small arms fire from the ground, always provided that the man on the target takes advantage of the "no allowance" shot offered by the aircraft as it dives "down the barrel of the gun." Then successful use depends on sufficient air superiority—and there have been more occasions than not in the war when the Royal Air Force has won victories against heavy odds.

Now, however, the picture is changing. Future historians may say that Britain got her dive-bombers just when they could be used to the best advantage.

U.S. Bombers Redesigned

"AMERICA'S four-engined bombers—the Flying Fortress, the Liberator, and the B-24—are being redesigned with the particular view to bombing Germany," recently announced Colonel John Jouett, President of the United States Aeronautical Chamber of Commerce.

The present bomb-carrying capacity of these planes will be more than doubled. A bomb-load now is about three and one-half tons. This change will not materially affect the planes' speed or high-altitude performance :

"Only the range of the Flying Fortress, originally and primarily designed for flights of 4,800 to 6,400 kilometers over the Pacific, will be affected, but even if the range is halved, sacrificing fuel for bombs, the plane will still be able to go far into Germany and occupied Europe from British bases and return."

India's Silent Guardians of the Skies

COASTAL and other important towns and cities of India and Ceylon are now protected against possible dive-bombing and low-level attacks by the setting up of balloon barrages. At some centres the balloons have already become familiar objects, and during the next few weeks barrages will be seen floating over other vital spots in India.

Royal Air Force officers and men engaged in the balloon barrages in India come from some of the cream of the balloon Squadrons who have been on duty in the United Kingdom throughout the three years of war. One Squadron is composed of personnel drawn from the London Barrage. In every case the barrages now in being in India are manned by the most highly trained Royal Air Force personnel.

Plans are being developed for the introduction of Indian Army officers and men into the balloon service, and shortly Indian servicemen and Britishers will be working side by side in manning the barrages.

Shipping round the Indian coasts is also being protected by balloons. Merchant Service skippers of North Sea convoys have long appreciated the great value of balloon protection against low-level-attacks, and the system of balloon and gun protection, in which the Royal Navy and the Royal Air Force co-operate, is now being extended to Indian coastal shipping.

JAPANESE SURPRISED

It is now generally recognized that the barrage balloon is one of the most successful defensive weapons of air warfare. During the Japanese raid on Trincomalee the barrage proved an unqualified success and all reports suggest that the enemy were uncomfortably surprised.

The main object of the balloon is not to destroy aircraft but to deter the enemy in dive-bombing and low-level attacks. To the pilot of a high speed aircraft the balloon cable is invisible and unless he is prepared to face great risks he is forced to fly so high that accurate bombing is more difficult and ground strafing impossible. The pilot who suddenly finds himself in a balloon barrage meets with the most nerve-wracking of experiences.

Balloon crews are highly trained as ground troops. Should their balloon be in danger of capture they can quickly destroy it by the mere cutting of the cable and they at once become infantrymen, efficient with grenade, machine gun and rifle.

Indian Pilot's Bombing

Raids over France

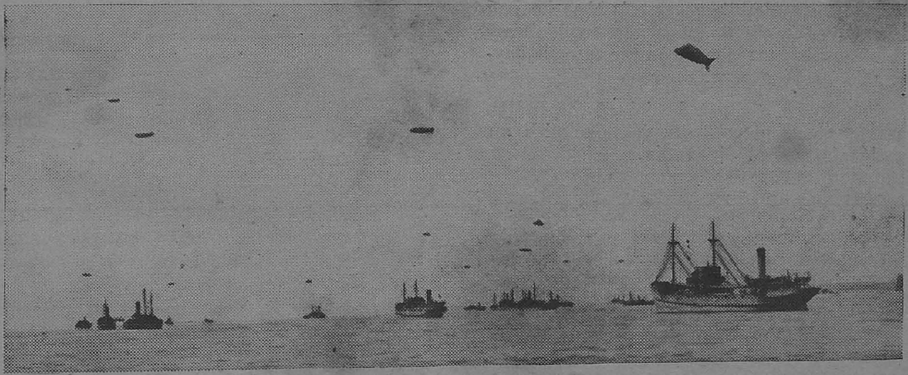
RECENTLY back from Great Britain, F/O R. S. Shahi, of Lahore, one of the 24 Indian Pilots who volunteered two years ago for service overseas, gives a vivid account of bombing raids he participated in over Brest and Dunkirk.

Giving his impressions of the first daylight raid on Brest and the bombing of the German battleships "Scharnhorst" and "Gneisenau",—nicknamed Salmon and Gluckstein by the Royal Air Force, F/O Shahi, who was co-pilot of his bomber, says:

"We were one of a large force of British planes. As we approached the target we could see Stirlings and Halifaxes already bombing the warships. Our fighter escort was intercepted by German fighters and dog fights broke out all around us.

"The anti-aircraft barrage was said to be the heaviest that had ever been met over this target. But we passed through it, in formation, dropped our bombs at the exact moment pre-arranged for our aircraft and came away, still in formation, from the target. I looked down and could see smoke coming from one of the ships. The photographs which we took showed that our bombs had hit their mark.

"This was my second raid and although I felt a little nervous in my first experience of bombing, on this occasion I felt quite tranquil; in fact, I can only describe it as being rather good fun! I feel proud about this raid, particularly because my Captain won a bar to his D.F.C."



A convoy with its kite balloons.—E.N.P.

NIGHT RAID

Flying Officer Shahi's first operation was a night raid on the docks at Dunkirk.

"It was a grand night with the moon at the full", he says. "We could see the German searchlights as we crossed the English coast, and great quantities of flak. The searchlights were so brilliant and there was so much light caused by the coloured flak that I thought at first that Dunkirk had no black-out!

"We were the last aircraft over the target and were caught in a cone of searchlights. Our tail gunner then reported that a fighter was behind us and we took sharp evasive action, diving down and making out to sea. We made a second run in and this time dropped our bombs and got away safely.

"In the Brest raid," says F/O Shahi, "We came back with eleven holes in our fuselage, tail plane and wings and our navigator had a narrow escape. In the Dunkirk raid our aircraft was holed in seven places."

During his 19 months in Great Britain, F/O Shahi, who was formerly with Indian National Airways and an instructor to the North India Flying Club, had experience in flying in the latest types of Royal Air Force bombers including the Lancaster, of which he spoke enthusiastically. The crew of the Lancaster in which he was Captain included a Canadian navigator and a New Zealand air gunner.

KINDNESS IN BRITAIN

Flying Officer Shahi is enthusiastic about the kindness shown to him and the other Indian pilots in Great Britain.

"Everywhere we went invitations were showered upon us. One of our outstanding memories is the visit we paid to Windsor Castle where we had tea with Their Majesties, the King and Queen.

"We were so kindly treated at all the Royal Air Force stations and by the many people outside the Service whom we met that we were never allowed to feel that we were so far away from home.

"Twice I was entertained to lunch at the House of Lords and I also visited the House of Commons. There and everywhere we went it was the same, people could not do enough for us.

"Another impression I have brought back to India is the welcome I received in the Royal Air Force Squadrons. I am exceedingly proud to have served with the Straits Settlements Squadron and shall always remember the brotherly feeling among its members, who included Britishers, New Zealanders, Canadians and Australians. I was the only Indian."

One of F/O Shahi's regrets is that he had been recalled to India and was on his way back when his squadron made the famous daylight raid on Augsberg.

Flying Officer Shahi, who joined the Indian Air Force in August 1940, is now with an operational squadron in India.

PLANE TO PLANE, WE ARE SUPERIOR

"There is no reason not to be confident. From our point of view we are just getting in stride. We know we have this tremendous reservoir of production behind us. We know that we have our united people supporting us to their full capacity, we know we can count on the co-ordinated support of all the United Nations. We are confident that plane for plane, and man for man, our forces are superior to those of the enemy. With quantitative as well as qualitative superiority, on behalf of my own Command, the Tenth Air Force, I am happy to say that we are carrying the attack to the enemy, and we shall continue to do that until the enemy has been overwhelmed."

—MAJOR-GENERAL LEWIS HYDE BRERETON
U.S. Army Air Forces in India.

W.V.S. Finds the Jobs

THE Women's Voluntary Service, which has done such noble work in Britain, is growing rapidly in India. It is primarily an association of women who are keen to help in the present emergency and are not waiting for the possibility of active war operations.

Headquarters of the Women's Voluntary Service aim to establish bureaux to give information and assistance in all spheres of women's war service in India. They will be able to find the war job for which a woman is best suited and supply information about opportunities for service in secretarial work, lecturing, Air Raid Precautions, blood transfusion, Air Defence Corps to quote a few of the many activities about which advice will be available. They will also help families of Service personnel and evacuees who need guidance.

'India Needs You Now' is the slogan of the Women's Voluntary Service, particulars of which can be obtained from the General Secretary, Headquarers, Women's Voluntary Service, Simla.

BE A SCEPTIC!

A sceptic is a man who believes nothing

Unless he knows it to be true.

Be a sceptic over rumours.

Most of them are made in Japan

With intent to mislead you.

DON'T BELIEVE RUMOURS

BUILD THE NATIONAL WAR FRONT AGAINST THE JAPANESE

Production of Rice in India

How to Attain Self-Sufficiency

THE present food drive in India and the threatened shortage of rice due to the difficulty of replacing supplies formerly obtained from Burma, Indo-China and Thailand invest the publication of an abridged edition of the Agricultural Marketing Department's Report on the marketing of rice with more than ordinary interest. Normally India, though the world's second largest producer of rice, imported considerable quantities of paddy and rice. Of her normal production of 29,530,000 tons of rice in 1937–38, India exported only 250,000 tons, while she imported 1,398,000 tons of paddy and rice so that her net available supplies were 30,678,000 tons valued at Rs. 292 crores.

The Report suggests that as one step towards self-sufficiency, better farming and improved seed can do much to improve the yield per acre. Figures given in the report show that in 1938–39 the average yield of rice per acre in India was 731 lb., a figure which compares very unfavourably with those of the United States, Japan, Egypt and Italy where the yield per acre during the three years 1936–37 to 1938–39 averaged 1,481 lb., 2,307 lb., 2,079 lb. and 3,000 lb. per acre respectively.

The Report stresses that by a proper system of financing and a more direct participation in the marketing of his produce, the grower can secure an increased share of the price paid by the consumer. It observes that co-operative organizations of growers for financing, storing and milling rice are needed.

It also observes that in the interests of the producer a greater degree of standardisation is needed and describes the steps taken to grade rice under the *Agmark* scheme and the success already achieved in that direction.

India Producing Parachutes

TRAINING of parachute troops in India is being greatly facilitated by the bringing into service recently of parachutes manufactured entirely at the Government of India factory established specially for this purpose.

A year ago the manufacture of parachutes in India had not been seriously considered and it was only at the beginning of this year that active steps were taken to set up a factory.

Then Mr. Leslie Irvin, inventor of the well-known parachute used by the Royal Air Force, came out to India and personally supervised the factory organization. Such rapid progress was made following his visit that the first parachute came from the factory for testing within a few months. To-day parachutes are being produced so quickly that there is an ample supply for immediate needs.

Before they are put into service the parachutes are subjected to the severest tests. For instance, a Ghurka parachutist weighs on the average 120 lb. to which must be added the weight of his Tommy gun and other kit. But the parachutes are tested with weights which are three times those they will have to bear.

EXPERTS' PRAISE

Under such tests it is impossible to "break down" the Indian-made parachutes, which have earned the highest approval of experts whose experience extends over 20 years.

Indian pure silk is ready to hand for the making of the canopies and steps are being taken for the extended cultivation of mulberry to secure increased silk production.

The making of parachutes is yet one more wartime enterprise in which India is becoming independent of supplies from Britain.

India, too, is making much of the equipment of paratroops, including arms containers, valises in which arms and ammunition are packed, folding operating tables and folding stretchers and containers used for food dropping.

Paper Economy 'Drive'

War Resources Committee Tackles Problem

A serious shortage of paper is likely to develop unless consumption is drastically reduced in the coming months. Fortunately, however, there is still considerable scope for economy in the use of paper. This conclusion has been reached by the War Resources Committee of the Viceroy's Executive Council who are understood to have under examination the whole question of paper supplies and consumption.

The need for economy affects private individuals, commercial organizations, public and private bodies, homes, Societies, Associations and Departments of Government. The War Resources Committee have decided that the dire need for economy should be brought to the notice of both public and Government users of paper.

In regard to Departments of Government, certain measures are already in force. The War Resources Committee have urged that these measures should be more rigorously applied. They have also suggested reduction in the number of Government publications by the suspension of those which do not appear essential in wartime, or else the substitution of brief summaries. Demands for stationery are to be subject to the most stringent scrutiny. Provincial Governments will be asked to adopt similar measures.

The Committee feel that Chambers of Commerce, business houses, associations and various learned societies can adopt with profit similar measures for economy and it is proposed to address them all with a view to securing the suspension of publications and reports which may not be essential in wartime. Among the measures recommended for both public and private users are the use of economy labels on envelopes, use of small sheets typed on both sides, the omission of forwarding letters or minutes and of formal acknowledgments in all cases where these are not essential. It is hoped by energetic action on the part of all Government servants and co-operation on the part of the public that it will be possible to avoid the drastic restrictions that have been imposed on the use of paper in England.

New R.I.N. Ship Launched

Minesweeping and Anti-Submarine Duties

A new ship for the Royal Indian Navy was recently launched at an Indian port. She will be employed on minesweeping and anti-submarine duties.

The first vessel to be built for the Navy in an Indian yard was H.M.I.S. Travancore, which was followed by H.M.I.S. Baroda. Since then a number of vessels, some named after Indian States and important Indian towns, have left the stocks at regular intervals, while others are under construction. In various parts of India shipyards are working to capacity on orders for naval vessels and smaller craft, a new keel being laid as soon as possible after a launching has taken place. In this way more and still more ships of modern design and with up-to-date equipment are becoming available for the defence of India's long coastline and enormously valuable sea-borne trade.

To provide officers and men for them the Navy's training establishments have been and are being constantly expanded.

The latest methods of hunting and destroying submarines, which will be one of the new ship's main duties, are taught to Royal Indian Navy personnel at a short establishment whose expansion illustrates the Navy's present development. At this school the number of officers and men under training has increased 2½ times in the last six months alone. In its class rooms Royal Indian Navy personnel are able, by the use of ingenious instruments, to practise operations against submarines in conditions as closely resembling those at sea as is possible. Ratings who specialize in this type of work wear a highly prized badge displaying a coil of rope crossed by a harpoon and flash of lightning. So great is the demand on the School's facilities that an entirely new establishment has been planned.

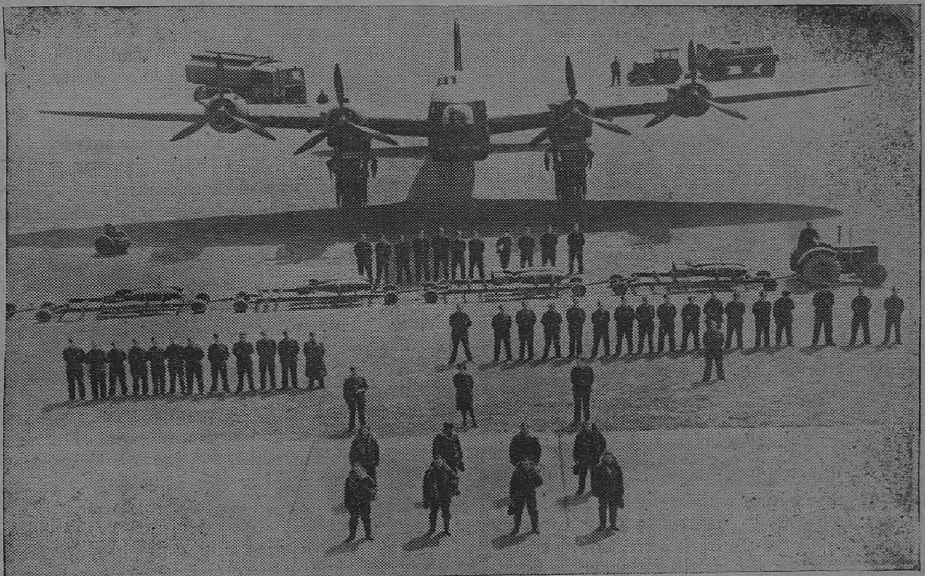
War of Nerves

Germany and Turkey

As had been expected, German propaganda is using the advance of the German forces on the Caucasus as a pretext for intensifying the "war of nerves," says *The Times* correspondent in Ankara. According to these propagandists, the Caucasus will be entirely occupied by the Germans by the end of October, and thus Turkey, after what has happened in Bulgaria, Greek Thrace and the Aegean islands, will find herself in direct contact with the German armies at yet another point. It is not yet openly stated by the Germans what would be the result of such as eventually, but enough is insinuated to make it clear that Turkey may be called upon to reshape her foreign policy. Broadcasting stations of the Axis are trying to represent the visit of M. Sarajoglu, the Prime Minister, to the eastern provinces of Turkey—which was really part of his projected tour of the entire country—as being due to anxiety caused in Ankara by the possible effects of the German approach to the Turkish frontier of the Caucasus.

What lies behind this propaganda can be surmised from some elaborate "indiscretions" committed by von Papen during recent months, in which such phrases as "closer economic collaboration" and "certain transit facilities" were recurring with remarkable ring with remarkable frequency and persistence. In fact, the great efforts which have been made by Germany to promote Turco-German trade exchanges since after June when direct railway communication was resumed, and the offer to Turkey of war material and rolling stock—of which Germany is in sore need herself—are considered part of a plan to acquire at all costs a predominant position in Turkish economy.

Therefore one can well imagine von Papen arriving some day at the Turkish Foreign Office, prim, smug and jaunty as usual and, after repeating some cliche about German friendship for Turkey and his personal love for the Turks, adducing the theory that



A total of 56 personnel is needed to maintain, service and fly a heavy bomber of the Stirling type. In this lay-out the sectional activities are shown. Group in foreground: The Air crew-Captain and 2nd pilot, Air gunner-bomb aimer, Flight engineer, Observer (navigator), Wireless operator and twox Air gunners. On verge of grass: L. to R. Meteorological Officer, W.A.A.F. Parachute Packer Flying Control Officer. Group on left: Flight maintenance numbering 12. Group on right: Ground service numbering 18. Group at back: Bombing up team, numbering 11. To the right: Bomber tractor driver. The little machine middle right, is the starter battery which is operated by the Flight maintenance crew shown left hand group. Top right hand corner, Oil bowzer driver, Top left hand corner, Petrol bowzer driver, a Cpl. with an A.C. 2.—E.N.P.

military developments near the Turkish border have created a new situation which requires a readjustment of Turco-German relations which should take the form of repudiation of the Anglo-Turkish alliance, closer economic co-operation between Germany and Turkey, and some transit facilities to Germany through Turkish territory.

If such a demarche were ever made, what Turkey's interpretation of and reaction to it would be, leaves no room for doubt. The Turks would certainly consider such proposals tantamount to a demand for Turkish adherence to the " New Order," and their answer would decidedly be an emphatic " No ". On every occasion since the war began—last year at the opening of the Grand National Assembly and in recent speeches at Smyrna and Samsun—President Inonu has proclaimed his unswerving determination to preserve unconditionally and at all costs Turkish independence and honour from any encroachments; and the new Prime Minister, M. Sarajoglu, said recently that the Turks will fight to the last man if their independence is threatened.

For that reason, having made up their minds what they will do, the Turks maintain an imperturbable calm before the German propagandists' game of intimidation. The Turks' long history is free from any stain of cowardice; there is no possible reason to doubt that, if an emergency arises, they will be true to their national traditions.

THE "YAK"

The Soviet Army's latest and fastest fighter plane, the " Yak ", was named after Alexander Yakovliev, Russia's leading fighter designer and now Vice-Commissar for aeroplane construction, cables the *Daily Telegraph's* Moscow correspondent. Comparing his Yak to the latest type of Messerschmitt put into mass production, he claims for it not only higher speed but considerably greater fire power. Messerschmitts, even when in superior force, do not like to take on the Yaks. In anything like an equal fight, their losses are always higher.

Marriage of Convenience

Japan and Germany

"THE Axis relationship between Germany and Japan is merely a ' marriage of convenience ' and nothing more," writes Frederick Opper, former Shanghai correspondent of the *Christian Science Monitor*. Elaborating this statement, Mr. Opper declares :

" It is problematical whether Japan distrusts Germany more than Germany detests Japan. In Shanghai, the Germans have not gained a single advantage from the result of the liquidation of American and British concerns there; and the Germans are bitterly disappointed over this.

" Tokyo is determined that Japan should be the sole Power to profit by any gains made available through the Japanese Army or Navy. Germans living in some of the Japanese-occupied areas have been forced to wear armbands. Also, they have been unable to obtain gasolene for their automobiles. In fact, the Germans have been pushed about by the Japanese in a way that makes many wonder if Japan includes Germany on her list of enemy countries.

" The reason for this double-barrelled animosity is simple enough. The Japanese have no intention of giving away any of the fruits of their victories, particularly to a nation that has given evidence of Germany's voracious appetite. Nor does Germany have any desire to see what it considers as a second-rate, inferior people hoard the vast resources of Asia which Berlin eyes greedily. Japan feels quite sure that a victorious Germany would never be satisfied with seeing oil, rubber, and tin from Southern Asia going elsewhere than where Germany wanted them. Equally, the Germans know that the Japanese eradication of American and British concerns from China will not long precede German business in the same areas."

Japan and Manchuria Gang

JAPAN'S "New Order" plans call for the world to be reorganized, first regionally and later on a world-wide basis, into "one household" with Japan at the head, says Otto Tolischus, former Tokyo correspondent of the New York *Times*, who has recently arrived in America with other American newspapermen, diplomats and nationals.

These plans are sponsored by a group called the "Manchuria gang," composed of military-minded Japanese who seized control in 1931 with the "Manchuria incident."

Until 1931, partly as the result of a democratic wave following the last war and partly due to the economic shock of the 1923 earthquake, Japan was undergoing a steady process of democratization, Tolischus says. It was signalized by Japan's participation in the Washington disarmament conference of 1921-22; by the universal suffrage grant of 1925, which awakened the working masses and led to the formation of infant proletarian parties; by the 1928 Paris Pact that 'outlawed' war; and finally by the London Naval Conference of 1933, the results of which were rammed down the throats of the Army and Navy by a democratic Cabinet.

SECRET SOCIETIES

Military influence was waning and military appropriations were cut. Military ultra-nationalist secret societies like the Black Dragon, to which many of the "Manchuria gang" belonged, viewed with alarm the trend that threatened to introduce liberalism among the masses and make them conscious of their own power, and to wean the masses from the ancient tradition of docile obedience to the divine order personified in the Emperor.

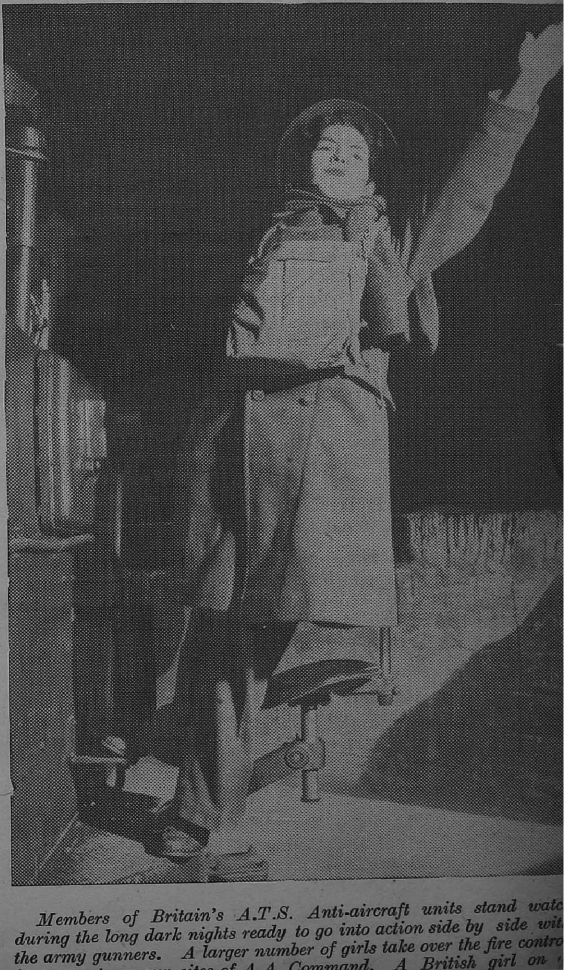
"The Manchuria incident" put Japan at war and the military in the driver's seat. All who tried to check the headlong plung were themselves checked by assassins' bullets. Between Premier Hamaguchi and Prince Konoye nearly a score of Japanese statesmen, including Premiers and Cabinet members and various other moderates, were killed.

No nation has seen so many of its statesmen killed by traitors and assassins as Japan, with the result that presumption of treachery has become the basis of the Japanese warrior code and assassination has become the recognized instrument of politics against which public opinion no longer recoils. So completely have this system and its ideas become entrenched in Japanese politics, that, as one Japanese liberal said, only a political, religious and ideological revolution could overthrow it.

IRAQ WITH UNITED NATIONS

"The Premier (General Nuri Pasha) declared that Iraq will declare war on the Fascists if they transgress its boundaries . . . We know the world is divided into two camps, a camp fighting for truth, freedom, human civilization and the honour of nations, and a camp knowing nothing of the meaning of life except violence, aggression and tyranny. Iraq can do nothing but walk on the side of the nations seeking after truth, goodness, security and all-inclusive human liberty."

AL ZAMAN (Baghdad),
in an editorial.



Members of Britain's A.T.S. Anti-aircraft units stand watc during the long dark nights ready to go into action side by side wit the army gunners. A larger number of girls take over the fire contro instruments on gun sites of A.A. Command. A British girl on range-finder accepting the signal from the Command spot.

Diary of the War

AIR ACTIVITY OVER GERMANY AND ENGLAND

12th Sep.—The Royal Air Force raided Dusseldorf, centre of German steel industry.

13th Sep.—There was slight enemy activity over the south and south-east of England. Bombs were dropped at two places.

15th Sep.—British bombers attacked the north-west German coastal area. High explosive and incendiary bombs caused material damage.

16th Sep.—Bremen was heavily bombed by the Royal Air Force.

Soviet bombers raided Koenigsberg in Germany and Bucharest and other Rumanian towns. Ploesti was in flames.

British bombers attacked a harbour town in northern Germany.

According to reports received in Washington, German merchant sailors on the North Sea and Baltic Sea coasts had mutinied and attacked their officers.

17th Sep.—The Royal Air Force swept over the channel. The docks at Cherbourg were bombed. Districts in Bulgaria were also bombed.

18th Sep.—The Royal Air Force bombed objectives in Ruhr and swept over France.

The Minister of Production, Captain Oliver Lyttelton, declared: "Nineteen or twenty days remain and at the end of that time the war definitely begins to enter a new phase."

A few enemy aircraft flew over parts of East Anglia.

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UNITED STATES OF AMERICA AND THE ATLANTIC

13th Sep.—Speaking at Beirut, Mr. Wendell Willkie told a press conference that Allied monthly losses, at half a million tons, were being replaced by a monthly production of 600,000 tons.

14th Sep.—Mr. Stimson, Secretary of War, announced the formation of an experimental unit of women pilots to be known as the Women's Auxiliary Ferrying Squadron.

15th Sep.—The President of the Indian League of America, New York, stated that he was sure that Japan was almost ready for an attack on India and that it would take place within three or four weeks.

16th Sep.—Mr. Attlee arrived in Newfoundland on his way to Ottawa.

17th Sep.—Rear Admiral W. H. B. Blandy, Chief of the Bureau of Ordnance, said: "I think we are in a position to hold the Japanese in the Pacific."

President Vargas of Brazil signed a decree ordering general mobilization throughout the country.

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INDIA, BURMA AND CEYLON

14th Sep.—The Royal Air Force attacked Mandalay.

17th Sep.—According to a New York message, the Grady Report proposed great expenditure of money and materials to assist India to enlarge the productive capacity, particularly of war materials.

18th Sep.—The Royal Air Force raided Mandalay and Myitkyina.

TREMENDOUS AIR DEVELOPMENTS

"In the very near future the tremendous air developments growing out of this war will result in passenger aircraft flying to Europe in 12 to 15 hours—not only everyday but probably every hour. Gliders are the freight cars of the air. It is possible to visualize a locomotive plane towing a train of six gliders in the very near future. By the use of the glider system the cargo capacity will be doubled. By dividing the load it would be practical to unhitch a glider at Philadelphia, another at Washington, another at Richmond, another at Charleston as the plane flies over each city without a slowdown."

—MR. GROVER LOENING,
U.S. Aeronautical Engineer—in a recent speech at New York.

A Metal Air Umbrella

"Anti-aircraft batteries will become more automatic. The ultimate will be a self-aiming, self-loading battery which, at the press of a button, will throw an automatic umbrella of metal into the air."

—MR. PAUL SCHUBERT,
U.S. Naval and Military Expert.

ITALY, AFRICA AND THE MEDITERRANEAN

12th Sep.—Three important places were captured in Madagascar.

13th Sep.—Field Marshal Rommel issued instructions to his troops that there should be no withdrawals.

British troops occupied Majunga and Nosi Be in Madagascar. There was heavy fighting along Betsiboka river.

Tobruk was bombed.

14th Sep.—Tobruk, Rommel's main supply base, was attacked in force by allied bombers.

15th Sep.—Ambanja, on the west coast of Madagascar, was taken by the British.

16th Sep.—Enemy lines of communications in the Daba area were successfully bombarded.

14th Sep.—General Merezhkov, developing a new offensive east of Leningrad, reached a point about 15 miles from the city. A fierce battle raged on the Neva river.

15th Sep.—A battle of annihilation was fought before Stalingrad. The enemy withdrew in Caucasus. German hopes of taking Stalingrad faded.

16th Sep.—Berlin was troubled by Stalingrad's stand. Hitler himself, it was reported, was "appalled at the sacrifice of manpower."

Soviet marines carried out a landing somewhere on the Barents Seacoast.

17th Sep.—Soviet troops continued to advance in the central sector. At some points in two sectors west of Stalingrad, the Germans succeeded in driving wedges. Stalingrad continued to resist German attacks.

A British Flight-Commander at the controls of his "Beaufighter" aircraft, about to take off on a daylight "sweep" over enemy-occupied territory, with the R.A.F. Coastal Command.

17th Sep.—Allied patrols were active in all the sectors. Docks in Crete were bombed.

The Governor-General of Madagascar, M. Annet, sued to cease fire. Peace envoys were sent to British Commander.

18th Sep.—Tobruk was again raided.

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RUSSIA AND FINLAND

12th Sep.—The German threw in more divisions in the attack on Stalingrad. Street fighting occurred in Novorossisk.

13th Sep.—The situation round Stalingrad remained tense and heavy fighting took place for an important height. The Germans were unable to break through the Soviet positions. A fierce attack was launched on Nazis near **Razev.** The Red Army evacuated Novorossisk.

Winter set in in the Caucasus mountains.

18th Sep.—Fighting took place in the north-west outskirts of Stalingrad. Soviet grip on Rzhev tightened. Red Army captured more points.

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NEUTRAL COUNTRIES

12th Sep.—Mr. Wendell Willkie left Turkey.

13th Sep.—Mr. Wendell Willkie arrived in Baghdad.

15th Sep.—Mr. Hammond Namazi, a prominent Persian businessman, on his return to Teheran from Tokyo said that the Japanese people, as a whole, had lost all enthusiasm for the war.

17th Sep.—The majority of the members of the Chamber of Foreign Relations Committee approved a resolution, urging the Argentine to break off relations with the Axis countries.

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SHIPPING

13th Sep.—Successes were scored in a series of actions against a German convoy off Holland.

16th Sep.—One hundred officers and men were lost from four United States merchant-ships off the east coast of America.

17th Sep.—His Majesty's ships **Sikh** and Zulu were lost in a recent operation off Tobruk.

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THE FAR EAST

12th Sep.—The Japanese thrust towards Moresby was checked.

A huge Japanese battleship and a heavy cruiser were damaged.

13th Sep.—Japanese advance was stemmed in south-west Pacific. Allied bombers attacked enemy objectives in Normandy island, Buna and Teon island.

14th Sep.—The Japanese fell back in China. The Chinese forces recaptured Kufang.

The Koreans revolted against the Japanese.

15th Sep.—The Japanese raided Guadalcanar.

16th Sep.—The Japanese withdrew from Hopei. Their positions in Chaoan were raided.

The Japanese reorganized their forces for another big battle in the Pacific.

According to the diplomatic circles in Chungking, the Japanese were waiting for the fall of Stalingrad to strike against the Russians in Siberia.

17th Sep.—The Japanese succeeded in landing in a fresh attempt to recapture Solomon islands. They made further progress towards Port Moresby.

The Japanese lost in the latest actions at Guadalcanar 5 bombers, 13 fighters and 3 seaplanes raising to 165 the total losses in the Solomons since August 7.

Japanese troops in Manchuria were increased to 20 divisions, besides the 20 mixed brigades of Chinese "puppet" troops.

The Chinese troops reached the suburbs of Tanki, Chekiang Province.

18th Sep.—The United States marines held Guadalcanar and Japanese attacks were repulsed.

There were heavy United States attacks on Kiska. Ten Japanese ships were sunk and six planes destroyed.

ARE YOU

SPREADING

INFECTION?

There is a dread disease in the land. It poisons man's mind and robs him of his courage. The disease is RUMOUR. It was started by the common enemy, Japan. Don't help to spread it by infecting your friends.

DON'T BELIEVE RUMOURS

BUILD NATIONAL WAR FRONT AGAINST THE JAPANESE

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